

Ventura County Air Pollution Control District RACM Analysis

Section 108(f) 1. Programs For Improved Public Transit					
Measure No.	Measure Title	Description	Recommended for Suggested List?	Reasoned Justification for Measure Not Recommended for Suggested List	Potential Implementing Agency or Agencies
1.1	Regional Express Bus Program	Purchase of buses to operate regional express bus services.	yes		Transit Operators, VCTC
1.2	Transit Access to Airports	Operation of transit to airport to serve air passengers.	no	The measure is economically infeasible because there are not enough air passengers in Ventura County.	
1.3	Study Benefits of a Particulate Trap Retrofit Program	Examine potential to accelerate application of particulate traps on diesel-powered buses to achieve earlier compliance with State regulations.	yes		Transit Operators, VCAPCD
1.4	Major Expansion of Mass Transit	Major change to the scope and service levels.	no	The measure is economically infeasible because there is not enough transit demand for order of magnitude increases in spending.	
1.5	Expansion of Public Transportation Systems	Expand and enhance existing public transit services.	yes		Transit Operators, VCTC
1.6	Transit Service Improvements in Combination with Park-and-Ride Lots and Parking Management	Local jurisdictions and transit agency improve the public transit system and add new Park-and-Ride facilities and spaces on an as needed basis.	yes		Cities, County, Transit Operators, VCTC
1.7	Free transit during special events	Offer free transit during selected special events to reduce event-related congestion and associated emission increases.	no	The Legislature reduced authority to implement indirect source control measures through revisions to the Health & Safety Code (HSC 40717.6, HSC 40717.8, HSC 40717.9).	
1.8	Require that government employees use transit for home to work trips, expand transit, and encourage large businesses to promote transit use	Require all government employees use transit a specified number of times per week.	no	The Legislature reduced authority to implement indirect source control measures through revisions to the Health & Safety Code (HSC 40717.6, HSC 40717.8, HSC 40717.9).	
1.9	Increase parking at transit centers or stops	Encourage transit convenience by providing additional parking at transit centers.	yes		Cities, County, VCTC, Transit Operators
1.10	Expand regional transit connection ticket distribution	Provides interchangeability of transit ticket.	yes		VCTC, Transit Operators

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Section 108(f) 2. Restriction Of Certain Roads Or Lanes To, Or Construction Of Such Roads Or Lanes For Use By, Passenger Buses Or High Occupancy Vehicles					
Measure No.	Measure Title	Description	Recommended for Suggested List?	Reasoned Justification for Measure Not Recommended for Suggested List	Potential Implementing Agency or Agencies
2.1	Update High Occupancy Vehicle (HOV) Lane Master Plan	Analysis of increased enforcement, increasing occupancy requirements, conversion of existing HOV lanes to bus only lanes and/or designation of any new carpool lanes as bus-only lanes; utilization of freeway shoulders for peak-period express bus use; commercial vehicle buy-in to HOV lanes; and appropriateness of HOV lanes for corridors that have considered congestion pricing or value pricing.	no	The measure is technologically infeasible because there is no existing HOV Lane Plan.	
2.2	Fixed Lanes for Buses and Carpools on Arterials	Provide fixed lanes for buses and carpools on arterial streets where appropriate.	no	The measure is economically infeasible because Ventura County has no long, congested corridors.	
2.3	Expand number of freeway miles available, allow use by alternative fuel vehicles, changes to HOV lane requirements and hours	Various measures evaluated in many ozone nonattainment areas. Specifics vary according to freeway system, use patterns and local characteristics.	no	There are no existing HOV lanes in Ventura. The RTP process includes an evaluation for HOV throughout the region and includes or excludes HOV lanes based on transportation and performance criteria.	

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Section 108(f) 3. Employer-Based Transportation Management Plans, Including Incentives					
Measure No.	Measure Title	Description	Recommended for Suggested List?	Reasoned Justification for Measure Not Recommended for Suggested List	Potential Implementing Agency or Agencies
3.1	Commute Solutions	The federal law that complements parking cash-out is called the <i>Commuter Choice Program</i> . It provides for benefits that employers can offer to employees to commute to work by methods other than driving alone.	yes		Employers, Transit Operators, VCTC
3.2	Parking Cash-Out	State law requires certain employers who provide subsidized parking for their employees to offer a cash allowance in lieu of a parking space.	yes		ARB, Employers
3.3	Employer Rideshare Program Incentives	Employer rideshare incentives and introduction of strategies designed to reduce single occupant vehicle trips. Examples include: public awareness campaigns, Transportation Management Associations among employers, alternative work hours, financial incentives for TCM participants as well as tax breaks for employers.	yes		Employers, VCAPCD, VCTC
3.4	Implement Parking Charge Incentive Program	Evaluate feasibility of an incentive program for cities and employers that convert free public parking spaces to paid spaces. Review existing parking policies as they relate to new development approvals.	no	This measure is technologically infeasible because there is plenty of parking, there would be little emissions reduction benefit, and it would unfairly penalize some businesses.	
3.5	Preferential Parking for Carpools and Vanpools	This measure encourages public and private employers to provide preferential parking spaces for carpools and vanpools to decrease the number of single occupant automobile work trips. The preferential treatment could include covered parking spaces or nearby spaces.	yes		Employers, VCAPCD
3.6	Employee Parking Fees	Encourage public and private employers to charge employees for parking.	no	The measure is technologically infeasible because the region is not urbanized enough to make it effective and could have negative effect to public parking areas (curb parking).	

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Section 108(f) 3. Employer-Based Transportation Management Plans, Including Incentives					
3.7	Merchant Transportation Incentives	Implement "non-work" trip reduction ordinances requiring merchants to offer customers mode shift travel incentives such as free bus passes and requiring owners/managers/developers of large retail establishments to provide facilities for non-motorized modes.	no	The Legislature reduced authority to implement indirect source control measures through revisions to the Health & Safety Code (HSC 40717.6, HSC 40717.8, HSC 40717.9).	
3.8	Purchase vans for vanpools	Purchase a specified number of vans for use in employee commute travel.	yes		Employers
3.9	Encourage merchants and employers to subsidize the cost of transit for employees	Provide outreach and possible financial incentives to encourage local employers to provide transit passes or subsidies to encourage less individual vehicle travel.	yes		VCAPCD, VCTC
3.10	Off-days for ozone alerts just like sick days	On ozone alert days, notify employees through email that there is an ozone alert. Employees are given a pre-specified number of days they can decide not to come in to work on ozone forecast days.	no	The Legislature reduced authority to implement indirect source control measures through revisions to the Health & Safety Code (HSC 40717.6, HSC 40717.8, HSC 40717.9).	
3.11	Pay for in-house meals on ozone action days	Employer pays for meals in-house on ozone alert days so that employees do not travel to off-site locations.	no	The Legislature reduced authority to implement indirect source control measures through revisions to the Health & Safety Code (HSC 40717.6, HSC 40717.8, HSC 40717.9).	
3.12	Voluntary business closures on ozone action days	A more expensive version of "off-days" for ozone alerts.	no	The Legislature reduced authority to implement indirect source control measures through revisions to the health & Safety Code (HSC 40717.6, HSC 40717.8, HSC 40717.9).	
3.13	Close government offices on Ozone action days to serve as an example	Similar to voluntary business closures.	no	The Legislature reduced authority to implement indirect source control measures through revisions to the Health & Safety Code (HSC 40717.6, HSC 40717.8, HSC 40717.9).	
3.14	Mandatory compressed work weeks	Self-explanatory.	no	The Legislature reduced authority to implement indirect source control measures through revisions to the Health & Safety Code (HSC 40717.6, HSC 40717.8, HSC 40717.9).	

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Section 108(f) 3. Employer-Based Transportation Management Plans, Including Incentives					
3.15	Telecommuting	Goal of specified percentage of employees telecommuting at least once per week.	no	The Legislature reduced authority to implement indirect source control measures through revisions to the Health & Safety Code (HSC 40717.6, HSC 40717.8, HSC 40717.9).	

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Section 108(f) 4. Trip Reduction Ordinance

In December 1995, Congress changed the Clean Air Act Amendments to make the Employee Commute Option program voluntary (no longer mandatory). California State Law prohibits mandatory employer based trip reduction ordinance programs (SB437). Therefore, no mandatory programs can be imposed.

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Section 108(f) 5. Traffic Flow Improvement Programs That Achieve Emission Reductions					
Measure No.	Measure Title	Description	Recommended for Suggested List?	Reasoned Justification for Measure Not Recommended for Suggested List	Potential Implementing Agency or Agencies
5.1	Develop Intelligent Transportation Systems	A variety of technological applications intended to produce more efficient use of existing transportation corridors.	Yes		Caltrans, Cities, County, SCAG, Transit Operators, VCTC
5.2	Coordinate Traffic Signal Systems	This measure implements and enhances synchronized traffic signal systems to promote steady traffic flow at moderate speeds.	Yes		Cities, County, VCTC
5.3	Reduce Traffic Congestion at Major Intersections	This measure implements a wide range of traffic control techniques designed to facilitate smooth, safe travel through intersections: signalization, turn lanes, median dividers, grade separations.	yes		Cities, County
5.4	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations. Another example might be programming left turn signals at certain intersections to lag, rather than lead, the green time for through traffic.	yes		Cities, County
5.5	Removal of On-Street Parking	Require all commercial/industrial development to design and implement off-street parking.	no	The Legislature reduced authority to implement indirect source control measures through revisions to the Health & Safety Code (HSC 40717.6, HSC 40717.8, HSC 40717.9).	
5.6	Reversible Lanes	Implement reversible lanes on arterial streets to improve traffic flow where appropriate.	no	The measure is technologically infeasible because there is not sufficient congestion.	Caltrans, Cities, County, VCTC
5.7	One-Way Streets	Redesignate streets (or portions of in downtown areas) as one-way to improve traffic flow where appropriate.	no	The measure is technologically infeasible because there is not sufficient congestion.	Cities, County
5.8	On-Street Parking Restrictions	Restrict on-street parking where appropriate.	no	The Legislature reduced authority to implement indirect source control measures through revisions to the Health & Safety Code (HSC 40717.6, HSC 40717.8, HSC 40717.9).	

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Section 108(f) 5. Traffic Flow Improvement Programs That Achieve Emission Reductions					
5.9	Bus Pullouts in Curbs for Passenger Loading	Provide bus pullouts in curbs, or queue jumper lanes for passenger loading and unloading.	yes		Cities, County, Transit Operators, VCTC
5.10	Additional Freeway Service Patrol	Operation of additional lane miles of new roving tow truck patrols to clear incidents and reduce delay on freeways during peak periods.	no	Current and projected congestion levels too low to warrant measure.	
5.11	Consider coordinating scheduling of arterial and highway maintenance to exclude ozone action days if the maintenance activities require lane reductions on heavily utilized arterials and highways	Self-explanatory.	yes		Caltrans, Cities, County, VCAPCD
5.12	Re-routing of trucks on ozone days	Self-explanatory.	yes		VCAPCD
5.13	Fewer stop signs	Improve flow-through traffic by removing stop signs.	no	The measure is technologically infeasible because the safety issue outweighs the potential small air quality benefit.	
5.14	Ban left turns	Banning all left turns would stop the creation of bottlenecks although slightly increase travel distances.	no	No clear demonstration of air quality benefits.	
5.15	Changeable lane assignments	Increase number of one-way lanes going in congested flow direction during peak traffic hours.	no	Not enough congestion on applicable facilities to yield any appreciable air quality improvement.	
5.16	Adaptive traffic signals and signal timing	Self explanatory.	yes		Caltrans, Cities, County
5.17	Freeway bottleneck improvements (add lanes, construct shoulders, etc.)	Identify key freeway bottlenecks and take accelerated action to mitigate them.	yes		Caltrans, SCAG, VCTC
5.18	Minimize impact of construction on traveling public. Have contractors pay when lanes are closed as an incentive to keep lanes open	Self-explanatory.	yes		Caltrans, Cities, County
5.19	Internet provided road and route information	Reduce travel on highly congested roadways by providing accessible information on congestion and travel.	yes		Caltrans
5.20	Regional route marking systems to encourage underutilized capacity	Encourage travel on local roads and arterials by better route marking to show alternatives.	yes		Caltrans, Cities, County, VCTC

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Section 108(f) 5. Traffic Flow Improvement Programs That Achieve Emission Reductions					
5.21	Congestion management field team to clear incidents	Self-explanatory.	no	Current and projected congestion levels too low to warrant measure.	
5.22	Use dynamic message signs to direct/smooth speeds during incidents	Self-explanatory.	yes		Caltrans
5.23	Get real-time traffic information to drivers	Self-explanatory.	yes		Caltrans, VCTC
5.24	55 mph speed limit during ozone season	Self-explanatory.	no	The measure is not feasible because it requires state legislative change.	
5.25	Require 40 mph speed limit on all facilities	Depends on area's emission factors.	no	The measure is not feasible because it requires state legislative change.	
5.26	Require lower speeds during peak periods	Self-explanatory.	no	The measure is not feasible because it requires state legislative change.	

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Section 108(f) 6. Fringe And Transportation Corridor Parking Facilities Serving Multiple Occupancy Vehicle Programs Or Transit Service					
Measure No.	Measure Title	Description	Recommended for Suggested List?	Reasoned Justification for Measure Not Recommended for Suggested List	Potential Implementing Agency or Agencies
6.1	Park and ride lots	Develop, design and implement new Park and Ride facilities in locations where they are needed.	Yes		Caltrans, Cities, County, Transit Operators, VCTC
6.2	Park and ride lots serving perimeter counties	Specific to a locality.	Yes		Cities, County, SCAG, VCTC

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Section 108(F) 7. Programs To Limit Or Restrict Vehicle Use In Downtown Areas Or Other Areas Of Emission Concentration Particularly During Periods Of Peak Use					
Measure No.	Measure Title	Description	Recommended for Suggested List?	Reasoned Justification for Measure Not Recommended for Suggested List	Potential Implementing Agency or Agencies
7.1	Off-Peak Goods Movement	Implement an ordinance to restrict truck deliveries by time or place in order to minimize traffic congestion during peak periods.	no	No authority to implement.	
7.2	Truck Restrictions During Peak Periods	Implement an ordinance to restrict truck travel during peak periods in order to minimize traffic congestion.	no	No authority to implement.	
7.3	Involve school districts to encourage walking to school	Decrease vehicle emissions due to school trips by reducing these trips through education and out-reach programs.	yes		School Districts, VCAPCD
7.4	Adjust school hours so they do not coincide with peak traffic periods and Ozone seasons	Measure to reduce travel during peak periods and ozone-contributing periods in the early morning.	no	No authority to implement.	
7.5	Area-wide tax for parking	Reduce driving by limiting parking through pricing measures.	no	No authority to implement.	
7.6	Increase parking fees	Same as above.	no	No authority to implement.	
7.7	Graduated pricing starting with highest in CBD	Charge the most for parking in the central business or other high volume areas in a city to discourage vehicle travel in these areas.	no	No authority to implement.	
7.8	Buy parking lots and convert to other land use	Limit parking by converting available parking to other land uses to discourage driving.	no	The measure is technologically infeasible because the area is too rural to be able to make this effective.	
7.9	Limit the number of parking spaces at commercial airlines to support mass transit	Reduce airport travel by limits on parking at airports.	no	The measure is technologically infeasible because it is at the discretion of regional and local airport authority to make land use decisions pertaining to airports.	
7.10	No CBD vehicles unless LEV or alt fuel or electric	Define high-use area and ticket any vehicles present unless they are low emitting, alternative fueled or electric.	no	No authority to implement.	
7.11	Auto restricted zones	No vehicles allowed in certain areas where high emissions, congestion or contribution to ozone problems.	no	No authority to implement.	
7.12	Incentives to increase density around transit centers	Lower travel by increasing residential and commercial density in areas near transit.	yes		Cities, County

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Section 108(F) 7. Programs To Limit Or Restrict Vehicle Use In Downtown Areas Or Other Areas Of Emission Concentration Particularly During Periods Of Peak Use					
7.13	Land use/air quality guidelines	Guidelines for development that contributes to air quality goals.	yes		VCAPCD
7.14	Incentives for cities with good development practices	Provide financial or other incentive to local cities that practice air quality-sensitive development.	yes		ARB, SCAG, State Legislature
7.15	Cash incentives to foster jobs/housing balance	Specific to locality – encouraged by California Clean Air Plan.	yes		ARB, Cities, County, SCAG, VCAPCD
7.16	Trip reduction oriented development	Specific to locality – encouraged by California Clean Air Plan.	yes		ARB, Cities, County, SCAG, VCAPCD
7.17	Transit oriented development	Specific to locality – encouraged by California Clean Air Plan.	yes		ARB, Cities, County, SCAG, VCAPCD
7.18	Sustainable development	Specific to locality – encouraged by California Clean Air Plan.	yes		ARB, Cities, County, SCAG, VCAPCD

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Section 108(f) 8. Programs For The Provision Of All Forms Of High-Occupancy, Shared-Ride Services					
Measure No.	Measure Title	Description	Recommended for Suggested List?	Reasoned Justification for Measure Not Recommended for Suggested List	Potential Implementing Agency or Agencies
8.1	Financial Incentives, Including Zero Bus Fares	Provide financial incentives or other benefits, such as free or subsidized bus passes and cash payments for not driving, in lieu of parking spaces for employees who do not drive to the workplace.	yes		Employers
8.2	Internet ridematching services	Provide match-lists, route info, hours and contact information over the internet to assist individuals in joining or developing carpools.	yes		SCAG, VCTC
8.3	Preferential parking for carpoolers	Provide free, covered, near-building or similar incentives to carpoolers.	yes		Cities, County, Employers, VCTC
8.4	Credits and incentives for carpoolers	Self-explanatory.	yes		Cities, County, Employers, VCTC
8.5	Employers provide vehicles to carpoolers for running errands or emergencies	Having vehicles available for work-day errands makes it easier to go to work without one.	yes		Cities, County, Employers
8.6	Subscription Services	Free van services to provide transportation for the elderly, handicapped or other individuals who have no access to transportation.	yes		Transit Operators, VCTC
8.7	School carpools	Self-explanatory.	no	The Legislature reduced authority to implement indirect source control measures through revisions to the Health & Safety Code (HSC 40717.6, HSC 40717.8, HSC 40717.9).	
8.8	Guaranteed ride home	Self-explanatory.	yes		Employers, VCTC

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Section 108(f) 9. Programs To Limit Portions Of Road Surfaces Or Certain Sections Of The Metropolitan Area To The Use Of Non-Motorized Vehicles Or Pedestrian Use, Both As To Time And Place					
Measure No.	Measure Title	Description	Recommended for Suggested List?	Reasoned Justification for Measure Not Recommended for Suggested List	Potential Implementing Agency or Agencies
9.1	Establish Auto Free Zones and Pedestrian Malls	Establish auto free zones and pedestrian malls where appropriate.	yes		Cities, County
9.2	Encouragement of Pedestrian Travel	This measure involves encouraging the use of pedestrian travel as an alternative to automobile travel. Pedestrian travel is quite feasible for short shopping, business, or school trips. Promotion of pedestrian travel could be included in air pollution public awareness efforts to remind people of this basic alternative.	yes		SCAG, VCTC, VCAPCD
9.3	Bicycle/Pedestrian Program	Fund high priority projects in countywide plans consistent with funding availability.	yes		Cities, County, VCTC
9.4	Close certain roads for use by non-motorized traffic	During special events, weekends, or certain times of the day, close some roads to all but non-motorized traffic.	yes		Cities, County
9.5	Encouragement of Bicycle Travel	Promotion of bicycle travel to reduce automobile use and improve air quality. Bikeway system planning, routes for inter-city bike trips to help bicyclists avoid other, less safe facilities. Another area for potential actions is the development and distribution of educational materials, regarding bicycle use and safety.	yes		Caltrans, Cities, County, VCAPCD, VCTC
9.6	Free Bikes	Provide free bikes in the manner of Boulder, CO. Simple utilitarian bikes that can be used throughout the metro area and dropped off at destination for use by anyone desiring use.	no	No authority to implement. Also, evidence suggests that bicycle theft is a problem in other programs and renders this measure technically and economically infeasible.	
9.7	Cash Rebates for Bikes	Provide financial incentives to purchase bicycles and thereby encourage use.	no	No clear demonstration of air quality benefits.	
9.8	Close streets for special events for use by bikes and pedestrians	Self-explanatory.	yes		Cities, County

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Section 108(f) 10. Programs For Secure Bicycle Storage Facilities And Other Facilities, Including Bicycle Lanes, For The Convenience And Protection Of Bicyclists, In Both Public And Private Areas					
Measure No.	Measure Title	Description	Recommended for Suggested List?	Reasoned Justification for Measure Not Recommended for Suggested List	Potential Implementing Agency or Agencies
10.1	Bike racks at work sites	Self explanatory.	yes		Cities, County, Employers, VCTC
10.2	Bike Racks on Buses	Bike racks would be placed on a to-be-determined number of buses to increase bicycle travel.	yes		Transit Operators, VCTC
10.3	Regional Bike Parking Ordinance for all new construction	Bike Transit Centers for/at all employment centers 100+ employees: Bike lockers, clothing lockers, showers, cleaners drop-off and pick-up. Bike repair and rental.	no	The Legislature reduced authority to implement indirect source control measures through revisions to the Health & Safety Code (HSC 40717.6, HSC 40717.8, HSC 40717.9).	

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Section 108(f) 11. Programs To Control Extended Idling Of Vehicles					
Measure No.	Measure Title	Description	Recommended for Suggested List?	Reasoned Justification for Measure Not Recommended for Suggested List	Potential Implementing Agency or Agencies
11.1	Limit Excessive Car Dealership Vehicle Starts	Require car dealers to limit the starting of vehicles for sale on their lot(s) to once every two weeks. Presently, a number of new and used car dealers start their vehicles daily to avoid batter failure and assure smooth start-ups for customer test drives.	no	The measure is technologically infeasible because contrary to colder climates where vehicles are started on a daily basis, vehicles in the south central coast are started much less frequently.	
11.2	Limitations on Vehicle Idling	Limitations to limit extended idling operations of trucks.	yes		ARB, VCAPCD
11.3	Turn off engines while stalled in traffic	Public outreach or police-enforced program.	no	The measure raises safety and congestion concerns and has no clear demonstration of air quality emissions benefits.	
11.4	Restrict idling	Require idle limits for trucks.	yes		ARB, VCAPCD
11.5	Reduced idling at drive-throughs. Shut windows down	Mandate no idling or do not allow drive-through windows during ozone season.	no	No clear demonstration of air quality emissions benefits. This measure is not economically feasible.	
11.6	Promote use of Pony engines	Use special battery engines to keep air conditioning and other truck systems working while truck not in use.	yes		ARB, VCAPCD
11.7	Idle restrictions at airport curbsides	Police enforced.	no	No commercial airport. This measure is implemented based on security restrictions.	

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Section 108(f) 12. Program To Reduce Motor Vehicle Emissions, Consistent With Title II, Which Are Caused By Extreme Cold Start Conditions
The definition of an "extreme cold start" specifies temperatures below 20 degrees Fahrenheit. Not applicable in the south central coast - no extreme cold start conditions.

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Section 108(f) 13. Employer-Sponsored Programs To Permit Flexible Work Schedules					
Measure No.	Measure Title	Description	Recommended for Suggested List?	Reasoned Justification for Measure Not Recommended for Suggested List	Potential Implementing Agency or Agencies
13.1	Alternative Work Schedules	Enables workers to choose their own working hours within certain constraints. Flextime provides the opportunity for employees to use public transit, ridesharing, and other nonmotorized transportation. A related strategy, staggered work hours, is designed to reduce peak congestion in the vicinity of the workplace.	yes		Employers, VCAPCD
13.2	Modifications of Work Schedules	Implement alternate work schedules that flex the scheduled shift time for employees. Encourage the use of flexible or staggered work hours to promote off-peak driving and accommodate the use of transit and carpooling.	yes		Employers, VCAPCD
13.3	Telecommunications-Telecommuting	Encourage the use of telecommuting in place of motor vehicle use where appropriate.	yes		SCAG, VCAPCD
13.4	Telecommunications-Teleconferencing	Encourage the use of teleconferencing in place of motor vehicle use where appropriate.	yes		SCAG, VCAPCD

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Section 108(f) 14. Programs And Ordinances To Facilitate Non-Automobile Travel, Provision And Utilization Of Mass Transit, And To Generally Reduce The Need For Single-Occupant Vehicle Travel, As Part Of Transportation Planning And Development Efforts Of A Locality, Including Programs And Ordinances Applicable To New Shopping Centers, Special Events, And Other Centers Of Vehicle Activity					
Measure No.	Measure Title	Description	Recommended for Suggested List?	Reasoned Justification for Measure Not Recommended for Suggested List	Potential Implementing Agency or Agencies
14.1	Areawide Public Awareness Programs	This measure focuses on conducting ongoing public awareness programs throughout the year to provide the public with information on air pollution and encourage changes in driving behavior and transportation mode use.	yes		VCAPCD, VCTC
14.2	Special Event Controls	This measure would require new and existing owners/operators of the special event centers to reduce mobile source emissions generated by their events. A list of optional strategies would be available that reduce mobile source emissions. The definition of "special event center" could be developed through the rule development process.	yes		VCAPCD
14.3	Land Use/Development Alternatives	This measure includes encouraging land use patterns which support public transit and other alternative modes of transportation. In general, this measure would also encourage land use patterns designed to reduce travel distances between related land uses (e.g., residential-commercial). Shorter trip lengths ultimately relieve traffic congestion and improve air quality.	yes		Cities, County, SCAG, VCTC
14.4	Voluntary No Drive Day Programs	Conduct voluntary no drive day programs during the ozone season through media and employer based public awareness activities.	yes		VCAPCD
14.5	Evaluation of the Air Quality Impacts of New development and Mitigation of Adverse Impacts	Evaluate the air quality impacts of new development and mitigate any adverse impacts.	yes		Cities, County, VCAPCD
14.6	Transportation for Livable Communities (TLC)/Housing Incentive Program	Program provides planning grants, technical assistance, and capital grants to help cities and nonprofit agencies define and implement transportation projects that support community plans including increased housing near transit.	no	Too little funding available to implement at beneficial levels.	

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Section 108(f) 14. Programs And Ordinances To Facilitate Non-Automobile Travel, Provision And Utilization Of Mass Transit, And To Generally Reduce The Need For Single-Occupant Vehicle Travel, As Part Of Transportation Planning And Development Efforts Of A Locality, Including Programs And Ordinances Applicable To New Shopping Centers, Special Events, And Other Centers Of Vehicle Activity					
14.7	Incentives to increase density around transit centers	Lower travel by increasing residential and commercial density in areas near transit.	yes		Cities, County
14.8	Incentives for cities with good development practices	Provide financial or other incentive to local cities that practice air quality-sensitive development.	yes		SCAG, State Legislature, VCAPCD
14.9	Increase state gas tax	Self-explanatory.	no	No authority to implement and no clear demonstration of air quality benefits.	

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Section 108 (f) 15. Programs For New Construction And Major Reconstructions Of Paths, Tracks Or Areas Solely For The Use By Pedestrian Or Other Non-Motorized Means Of Transportation When Economically Feasible And In The Public Interest. For Purposes Of This Clause, The Administrator Shall Also Consult With The Secretary Of The Interior					
Measure No.	Measure Title	Description	Recommended for Suggested List?	Reasoned Justification for Measure Not Recommended for Suggested List	Potential Implementing Agency or Agencies
15.1	Encouragement of Pedestrian Travel	Promote public awareness and use of walking as an alternative to the motor vehicle.	yes		ARB, SCAG, VCAPCD
15.2	Pedestrian and Bicycle Overpasses Where Safety Dictates	Ongoing implementation as development occurs.	yes		Cities, County

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Section 108(f) 16. Program To Encourage The Voluntary Removal From Use And The Marketplace Of Pre-1980 Model Year Light Duty Vehicles And Pre-1980 Model Light Duty Trucks					
Measure No.	Measure Title	Description	Recommended for Suggested List?	Reasoned Justification for Measure Not Recommended for Suggested List	Potential Implementing Agency or Agencies
16.1	Counties assess ten dollar license plate fee to fund repair/replacement program for high-emitters	Self-explanatory.	no	No authority to implement.	
16.2	Buy vehicles older than 1975	Self-explanatory.	yes		ARB, VCAPCD
16.3	Demolish impounded vehicles that are high emitters	Self-explanatory.	no	No authority to implement.	
16.4	Do whatever is necessary to allow cities to remove the engines of high emitting vehicles (pre-1980) that are abandoned and to be auctioned	Self-explanatory.	no	No authority to implement.	
16.5	Accelerated retirement program	Identify high emitting vehicle age groups and develop a program to remove them from use.	yes		ARB, VCAPCD